

Minutes of the Public Works Committee - March 2, 2006

The meeting was called to order at 8:33 a.m. by Chair Manke who led the committee with the Pledge of Allegiance.

Present: Chair Richard Manke, County Board Supervisors James Behrend, James Jeskewitz, Karl Nilson, and David Swan; **Absent:** Peter Gundrum and Rodell Singert

Staff Present: County Board Chief of Staff Lee Esler, Legis.Associate Sandra Meisenheimer

Also Present: Public Works Engineering Services Mgr. Gary Evans, Senior Civil Engineer Karen Braun, Business Mgr. Betsy Crosswaite, Transit Director Bob Johnson, Director of Planning/Admin. Andrew Johnson (Waukesha Metro Transit), Budget Specialist Linda Witkowski, Tom Dieckelman of Wisconsin Coach Lines, Judge Michael Bohren, Judge Kathryn Foster, District Court Administrator Mike Neimon

Public Comment

Supervisor Bonnie Morris (District 18) appeared to ask for the committee's support in the Town of Ottawa's request to reduce the speed limit from 55 mph to 45 mph on CTH D, between STH 67 and CTH C. She stated that all of the county highways in the area are at 45 mph. The committee was in favor of a study of the area.

Correspondence

1. Copy of letter from the Town of Ottawa to Director Bolte with a resolution attached which was adopted by the Ottawa Town Board requesting a reduction of the speed limit on CTH D between STH 67 and CTH C.
2. Information on Waukesha County Technical College (WCTC) naming Jim Kerr as Program Director for its General Aviation Airports – Homeland Security grant.

Approve Minutes of February 16, 2006

Motion: Behrend moved, second by Nilson, to approve the minutes of 2/16/06. **Motion carried 5 – 0.**

Report from Executive Committee Member for Meeting of February 20, 2006

Chair Manke said the two ordinances relative to downsizing the board were tabled. Please contact Lee Esler to share your thoughts/concerns and ask any questions you feel need to be answered. You can provide your input in writing (drop off at the county board office next time you are in the courthouse), by email or by phone.

Report by Committee Member Attending Airport Commission Meeting

Esler stated we were supposed to have an ordinance transferring ownership from Waukesha Flying Services to Trajen but it got hung up in administrative review. This item was on the Airport Commission's agenda yesterday to recommend to this committee and the county board that there is agreement in Waukesha Flying Services (owned by John Lotzer) being sold to Trajen, Inc. There is a secondary action that the Commission approved which is the sale of the jet center, which Lotzer owns west of the terminal building, to Trajen. It is dependent on a third issue, which is Lotzer operating under a different company name for flight training and charter of flight operations at Crites Field.

Consider Proposed Ordinance: 160-O-125 Laying Out, Relocation and Improvement of County Trunk Highway K, Waukesha County Project, Project I.D. 05-2754(17), Brookfield Road Intersection, City of Brookfield, Waukesha County

Evans and Braun were present. **Motion:** Jeskewitz moved, second by Swan, to approve Ordinance 160-O-125. Braun said this is an order to add signals at Brookfield Road, which is on the signal plan and involves right-of-way acquisitions. **Motion carried 5 – 0.**

Discuss and Consider Two-Year Extension of Contract with Curative Care Network for Paratransit Service Parallel to Route 901

Bob Johnson and Andrew Johnson were present. **Motion:** Jeskewitz moved, second by Behrend, to approve the two-year extension of the contract with Curative Care Network for Paratransit Service parallel to Route 901.

Esler asked about the contract amount. Is it a cost increase? A.Johnson said the cost does go up. Right now it is \$22.88 per trip. It will increase in option year 1 to \$23.80 per trip and in option year 2 to \$24.75 per trip. Esler asked are we adhering to a ¾ mile limit on either side of the route? B.Johnson said it is a one-mile limit which is what the county wanted. Esler asked is our agreement to pay for the parallel regardless of what municipality it is? B.Johnson said yes, anything coming into the county is paid with the exception of Route 8 (Quad/Graphics). Esler asked what is the total contract amount for 2006 and 2007? A.Johnson said the gross operating expenses for 2005 were \$194,382. The budgeted amount for 2006 is \$180,000 for expenses. Fares will increase from \$4.50 to \$5.00 for a round trip. **Motion carried 5 – 0.**

Discuss Statistical Performance Report on Waukesha County Mass Transit Routes in Calendar Year 2005

A handout on operating efficiency statistics as of December 2005 was distributed. A.Johnson covered the following areas:

Revenue/Expense – on Route 905 over 30% of the cost of the route is coming out of the fare box; Route 311 is only covering 1.79%; they like to see routes above 20%. To Swan's question, A.Johnson said 20% comes from the fare box, 20% from Waukesha County and a combination of 60% from the state and federal.

Expense/Revenue Hour – no surprises here; commuter routes are generally the most expensive to run since they involve some layover time.

Expense/Total Passengers and *Subsidy/Total Passengers* – these 2 areas run hand in hand; once again Route 311 (Pewaukee) has cost the most.

Total Passengers/Revenue Hour – this shows how a route is doing; generally they do not like to see anything under 10 (#901 is at 9.10 – they are working on this--ridership has increased; and expect #218 to do much better).

Esler asked about the New Berlin Industrial Park Route #218, which is in the bottom half.

B.Johnson said #218 is a viable route because FED EX opened a facility in New Berlin in September and since that time the route has tripled in ridership and continues to go up. He does worry about Route 9 and Route 311.

In closing, B.Johnson stated that they are working on a map showing all of the bus routes in Waukesha County, and it should be done soon.

Report on Meeting Held to Discuss the Courts Tower

Esler began with background information. Copies of a letter with attachments from Judges Foster and Bohren and Clerk of Courts Evenson were distributed in regard to a proposal for the Justice Facility Project, Phase II. Esler stated that a workgroup was formed to discuss the courts project, phase II. In the capital projects plan of last year the project was delayed. The courts building, which was scheduled in 2006 was pushed back a year pending a linkage to see how the other project (courthouse security) would go based on some alternate design for the courts building. Former County Executive Finley redirected Kimme (consultant) early in 2005 to do some alteration of the design of that building to allow access on multiple floors pending the realization that the exterior security would be in place to allow greater access to the courts building. Fast forward to the county board capital project review and County Executive Vrakas' delay of that project with the concurrence of the county board to push the capital project preliminary design from 2006 to 2007.

Esler went on to review the group meeting he attended on Monday (2/27), which was scheduled by Vrakas and attended by PW Director Bolte, Deputy Inspector Marks, Jail Administrator Giese, Captains Schnabl and McDonald, Chairman Dwyer, DOA Director N.Cummings, Chief of Staff Bussler, Supervisors Singert, Haukohl and Mitchell, Legislative Policy Advisor Mader, Judges Foster, Bohren and Davis, District Court Administrator Neimon, Clerk of Courts Evenson, and Business Mgr. Snow. Esler said the workgroup agreed that some of the money in the capital project should be redirected. The conclusion was to reformulate a change of scope for this project and to bring an ordinance to the county board to appropriate money redirecting the change of scope of the courthouse phase II project that would entail a comprehensive look at doing something that may preclude the building of a new construction building.

Bohren said the judges have looked at finding a less expensive way to solve the prisoner transport problem and doing it in a way that preserves the most options for the county for future growth. What they thought they could do is look more seriously at retrofitting the courthouse as it is to deal with the transportation issue. They don't at this point have any idea how it would come about but hope they would not have to take down the public hallways. Part of the premise is the judges are comfortable with the 11 courtrooms in the courthouse. The courtrooms they have are adequate. Bohren said the judges felt: 1) they didn't like the location of that addition, thought it could be done differently and were concerned with a lot of the operational capabilities of it, and 2) they liked the concept of consolidating all of the criminal court activity including the clerk of courts office and files all in one location. Bohren said they felt if they weren't on board with what was going to happen that it would happen without them; therefore, they got involved more actively in the planning of it.

Swan asked about the project being delayed one more year. Bohren said it means this year will be for planning and the actual documents will be issued in 2007. Esler said it means that 2007 would be moved back to 2008. Nothing will be appropriated for Phase II in the next calendar year. Some of the existing money that was appropriated last year (2005) will be reallocated to begin the preliminary design to give a better concept potentially as to what could be done. That will happen this year in 2006.

Esler said the one thing he hopes will come out of this workgroup is that the dollar doesn't drive the train. The dollar is the caboose, what is the engine? Esler said he has seen this for 25 years. Prior to the Kimme master plan, there was a group from Madison that worked at some concepts on what

to do with this complex. And what put the kibosh on that is it would cost a lot of money. He stated as long as that is the dominant theme, you will not do brainstorming and concept thinking because you will jump to the conclusion that it will cost. What is your priority? It is that you have lived with an unsatisfactory situation of this office building being a courthouse. This county doesn't have a courthouse. Nilson said as a railroad guy he'd like to point out that the cabooses used to run the train. Nilson said he doesn't want the building to become foreboding and likes the idea of controlling the costs.

Foster said the judges are unified about this. But why are we coming to you with this conclusion now? The judges have taken an active role in this by meeting and with field trips to other localities. Many things have changed since this plan began in 2000. Security is still very much on the minds of her colleagues. They are making their suggestions now with the idea of trying to be good citizens and fiscal partners.

Manke said we are cheap on what we do and then play catch up. He wants to save money as much as anyone. He said we just keep building on the principal that we don't want to spend money. It has been 28 years of save the money but pay later. Our money goes into jails and we'll be doing it again. He is pleased to see the judges involved.

Motion to adjourn: Behrend moved, second by Jeskewitz, to adjourn the meeting at 11:00 a.m.
Motion carried 5 – 0.

Respectfully submitted,

Rodell L. Singert
Secretary

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